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WHEN THE TAIL WAGS THE DOG.

On the face of the official statement issued by the public service commission justifying its action in cancelling the night service from Tonopah and Goldfield the action is not warranted. It is conceded that the bulk of traffic on the trains in and out of this section exceeds the combined patronage of the stations located in Mineral and Lyon counties. Notwithstanding this fact the petition filed by the minority was granted and the majority of the people are made to suffer. There cannot be any justification of this course since the commission's own statement dealing with the number of passengers gives the following illuminating data:

Stations	Inbound No. 24	Outbound No. 23
Wahuska	139	93
Seluzza	22	18
Thorne	41	32
Luning	47	27
Mina	153	144
Tonopah, Goldfield and points between	600	599

Those figures disclose that the total traffic at all stations north of Mina, inclusive, was 902 and for the same stations south of Mina, inclusive, was 899. A comparison tells more plainly than any other argument where the chief revenue of the railroad originated and what are the centers of population. No attention seems to have been given these figures for the statement does not refer to them in any manner. Out of a total of 902 passengers inbound a little over one-third bought tickets outside of Tonopah and Goldfield and out of a total of 899 passengers going out the percentage was even less for the towns south of Mina. These figures are made from the ticket reports for the month of January, 1920, when Tonopah was at its lowest ebb and does not pretend to represent normal traffic when business was at its peak and the rush of travel due to the Divide boom was at its height when a far greater disparity would be shown. It is true that Tonopah was not represented at the hearing but this neglect may be ascribed to the fact that every argument that could be used was brought forward in a petition comprising over 1,500 names that was filed with the commission at the previous hearing. Nothing was said about this demand for a change from the day to night service and judgment was given by default. The petition of the Divide Tonopah Chamber of Mines, representing every mining company in the district, received no attention compatible with the importance of the organization as the commission makes no reference to it in summing up the argument except to mention the fact that the petition was on file. On the other hand stress is laid on the appearance of a delegation of twelve citizens from Lyon and Mineral counties. The Tonopah argument represented the wishes of 1,500 active mine workers and their families while the total on the side of the objectors did not exceed 225, all told. No reference was made to the enormous freight business which should be regarded as a corollary of the passenger traffic as it was a direct outcome of the facilities extended for investors to visit their properties and to exercise a personal supervision of their investments. In the short time that has elapsed since the first month of the year a dozen important new mining camps have been born in the southern region where rapid transportation for passengers is an important factor that should not be overlooked. Tonopah made its plea once before and if afforded the opportunity, the evidence could be brought out in overwhelming form that there is much more necessity today for a double night service than at any time in the history of the camp. It is cited that hotel keepers favored the change. Nothing could be more natural since it compels travelers to remain over night instead of arriving in the morning, dispatching their business and returning to their places of business in San Francisco, Reno or other outside points the same day. The decision of the commission cannot be regarded as anything more than a snap judgment against Tonopah on a superficial hearing in which the evidence before it was not introduced. Since January over \$2,000,000 has been invested in mining properties that can be reached only through the Tonopah gateway. These properties when they once get going, will employ hundreds of men, every one of whom will be interested in having rapid communication with the financial centers on which the future of the mining industry depends. The opinion of the commission passes up the necessity for quick mail facilities between the mining camps and places where the management has to be in close touch. The delay of twelve hours in sending out mail means much to these companies who will have the added expense of telegraphic communication to write in on the costs of operation. Tonopah established its rights and these rights should not be set aside truthfully. According to the commission the question of railroad service may be reopened any time a few people get together and file a petition and Tonopah is expected to assume the cost of defining its rights at such hearings. There is no palliation of this policy which lays a vicious foundation for future reviewing of the transportation problem.

It is safe to say that there are not ten people in Tonopah or Nye county who favor the change.

PRIVATE OWNERSHIP.

The leading business centers report an amazing change in the handling of passenger traffic since the return of the railroads to private ownership. First class limited trains have been restored and the business has grown in such proportions that the popular trains are running in two and three sections where, under the government administration, the one section was not fully patronized. De luxe trains are again on the schedule from coast to coast and local trains have been increased in cases 200 per cent with a full patronage. The west bound business to the Pacific terminal which was reported as falling off two weeks ago has recuperated to the extent that one road out of Salt Lake is running two sections regularly on its limited service. All this has been accomplished by the restoration of business principles, the reappointment of tourist agents, excursion solicitors and the dependability of the service. The old time courtesy which was sadly missed under the government is coming back and passengers find the train crews willing and obliging when asked

for information or advice. This comes from natural business rivalry. The same crews are employed but conductors, brakemen, porters and others in the service realize that their positions depend on their treatment of travelers. The surest test will be found when the earning sheets for March appear. That will be the demonstration of the difference between men working for the government and the same men held to a strict accountability by local superintendents whose positions are not longer the reward of a political pull, but held through fitness and fair dealing.

Violence attended the discussion of universal suffrage in the lower house of the Japanese diet. Imagine what will happen when they get down to national prohibition.

860 MILES OF ELECTRIC RAILROAD COMPLETED

(By Associated Press)

SEATTLE, Wash., March 6.—Electric locomotives, driven by current generated by water power, today, for the first time, pulled trains over the coast division of the Chicago, Milwaukee and St. Paul railway. The Columbia, the company's overland train, was the first to leave Tacoma, on the coast run, behind an electric locomotive.

Electrification of the coast division which extends 207 miles from Tacoma to Othello, central Washington, makes a total of 647 miles over which the Milwaukee line operates electric locomotives. The Montana and Rocky Mountain divisions, from Harlowtown, Mont. to Avery, Idaho, were electrified in 1915 and 1916. Steam locomotives are still used on a gap between Othello and Avery. Electrification of this gap is being rushed.

No helper engines will be used. It was announced, to assist the electric locomotives pull the trains up the 22 per cent coast division grades, the heaviest on the system. The electric engines, it was estimated, will make the grades at about 25 miles an hour.

When the Avery-Othello gap is closed the Milwaukee will have 860 miles of its western lines electrified. From ninety to ninety-five electric locomotives will be doing the work that about 250 steam locomotives performed before the electrification. Substitution of water power for steam over the 860 miles will save approximately 300,000 tons of coal and 45,000,000 gallons of fuel oil annually, the company estimates. Glacial streams of Mount Rainier will supply some of the power which will be used to drive the engines. On the west end the power will come from the White, Payallup and Snoqualmie plants of the Puget Sound Traction, Light and Power company. On the east end it will be furnished

by the Long Lake plant of the Washington Waterpower company. The White and Payallup plants are on streams fed by the glaciers. Electric trains will not run into Seattle until a stretch twelve miles long from Renton Junction is rigged with poles and trolley wires. The work will start as soon as the company arranges for a long time lease on the line.

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